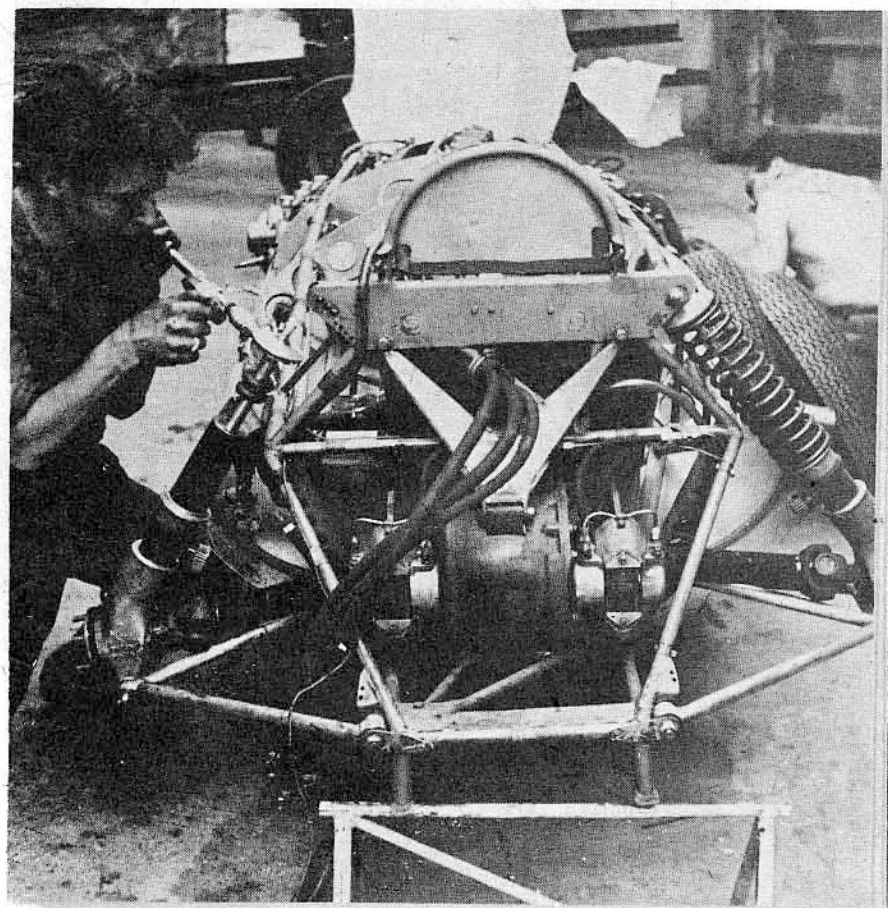
MOTOR RACING

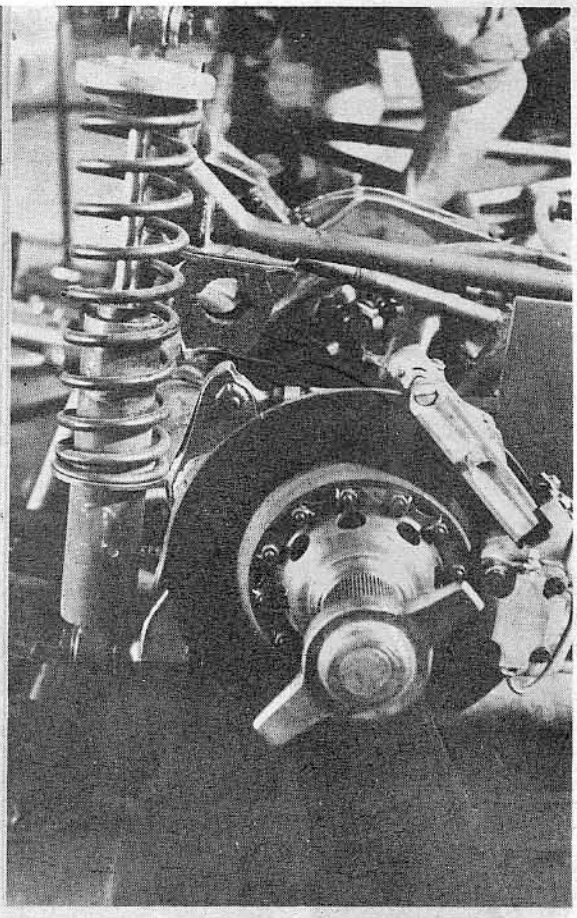
and

ECONOMY CAR NEWS

5th Year—No. 6 Culver City, Calif. **Jan. 22-29, 1960**

(Published bi-weekly except last issue of calendar year) **25c**





PHOTOS TAKEN in Europe by MOTORACING's Henry N. Manney III show (upper left) the nude GP Lotus that ran last season. It may be the same for 1960, although there has been talk of a rear engine. Upper right: rear suspension of the Formula II Ferrari, which since has been changed. Lower: Porsche prototype? This long-chassis, full 4-seater was seen in Stuttgart.

MOTORACING Awards to Race, Rally Stars

The Pacific Coast's top sports car race drivers, owners mechanics and rallyists will be on hand at the Grand Prix Restaurant Wednesday Feb. 3 for presentation of MOTORACING's 1959 Pacific Coast Standings Award trophies. The awards follow a no-host cocktail party starting at 8 p.m.

Unquestionably the top annual sports car awards in the U.S., MOTORACING's points are compiled by Eric Hauser, based on every road race, pro and amateur, held in the Far West.

MOTORACING trophies will be given to the top three drivers

SAM WEISS

in the 12 men's & two women's classes scored by Hauser, representing the ultimate in drivers who were in active competition during 1959.

Top three drivers in each of the classes are: Mod. over-2000cc, Dick Morgensen, Jack Flaherty, Bill Krause; E mod, Sam Weiss, Gordy Glyer, Jay Chamberlain; F mod, Ken Miles, Bob Drake, Eldon Beagle; G mod, Art Snyder, Frank Monise, Jim Lowe; H mod, Harry Jones, Bill Molle, Jim Parkinson; B prod, Bob Bondurant, Vince Mayell, Hugh Harn, C prod, Dean Mears, Hap Richardson, Peter Culkin; D prod, Jack Breskovich, Jimmy Moore, Bob Windhorst; E prod, R. W.

DICK MORGENSEN

Kastner, Ron O'Dell, Gary Beitel; F prod, Frank Aldhous, Ron Hathaway, Ted Conrad; G prod, John English, Dick Hayward, Jim Fouch; H&I prod, Dan Parkinson, Paul Cunningham, Willie West; Women over-1600cc, Barbara Windhorst, Mary McGee, Joan Galloway; Women under-1600cc Betty Shutes, Sunnie Baker, Marion Lowe.

Additionally, this year top-ranking rallyists will come in for trophies at the big MOTORACING Awards presentation.

Honored in two categories will be Mel and Juanita DeLoof, National SCCA rally champions, and Les Scott and Ted Sparks, winners of the $10,000 Ameri-

(Continued on Page 4)

Vignettes

By Gus V. Vignolle

- FERRARI SWITCH
- GOOD FOR LANCE
- CHEER FOR CSCC

PUES, IT COULD BE. Quien sabe? Who knows, but the chatter is mounting that Il Commendattore, **Enzo Ferrari,** is thinking along lines of a rear-engine machine.

He should. The rear-engined Cooper knocked the hell out of him this past season. Most of the time the Eye-talian didn't know what hit him.

The weight-saving factor has interested Enzo el Mago, since the Coopers now hit it at about 1100 pounds as against slightly over 1300 for the formula Ferraris.

For years Ferrari, a guy who never has won any popularity contests, has maintained that "coaches have the horses up front." But his walloping by the Cooper-Climax has altered his thinking, and one of my Maranello stool pigeons writes me in guarded tone:

"I am quite certain Cooper has convinced Signor Ferrari that he is more than daft if he sticks to the front-mounted mill, and I think it will not be long before you see the horses back in the rear."

In life you have to adjust yourself to the best method that will produce victory. Whoothell wants

(Continued on Page 3)

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Mears Takes Over Riverside Raceway

BY GUS V. VIGNOLLE

The Far West's No. 1 road race course, Riverside Raceway has been purchased by Dean Mears, 31, of Los Angeles, leading Mercedes-Benz driver for the past season, from a combine consisting of John Edgar, Steve Mason and Rudy Cleye.

Since the course was in escrow last week, Mears was reticent to advance any particulars, including the purchase price.

Original cost was in the neighborhood of $625,000, but what Mears is paying for the deal does not approach this figure. The figure is believed to be between, $250,000 and $300,000.

It is not known whether Mears is

(Continued on Page 6)

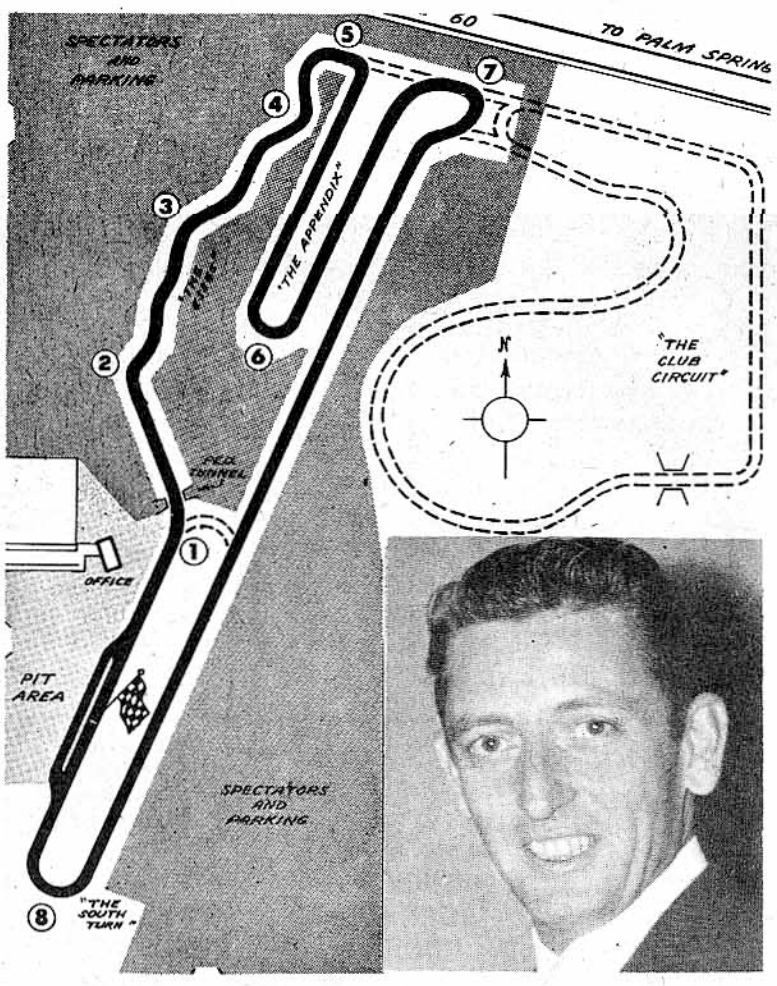
Brabham Victor

AUKLAND, New Zealand, Jan. 9—Australian Jack Brabham, the 1959 world's road race driving champion, won the New Zealand Grand Prix by the slightest of margins today. He drove a Cooper-Climax.

His average speed for the 150-mile race, held at Ardmore near here, was 86.4mph.

Brabham won by 8/10 of a second over his youthful teammate, Bruce McLaren of New Zealand, who recently won the U.S. Grand Prix at Sebring.

Stirling Moss failed to finish



HERE'S A MAP of the 3.275-mile Riverside Raceway, purchased last week for an undisclosed sum by Dean Mears, one of the leading production car drivers during past season. Originally, 5-mile course was planned (addition in dotted lines). Present course may be extended. Inset: Dean Mears (MOTORACING photo by W. R. C. Shedenhelm).

Big Entry For Spa Racing

PALM SPRINGS, Jan. 20—With some 225 entries received, a huge success appeared certain for the 17th running of the Palm Springs road races here Saturday and Sunday, Jan. 23-24.

The races are being staged by the LA region of SCCA and are for the organization's Pacific Coast championship.

As MOTORACING went to press there was talk that Carroll Shelby of Dallas, internationally-known sports car pilot, would be an en-

(Continued on Page 7)

Manney on 1960 European Prospects:

HOW IT SHAPES UP . . .

AFTER FOUR years in Europe covering the road racing scene for MOTORACING, our far-flung correspondent, Henry N. Manney III, is in Los Angeles with his family. They have lived in Switzerland, but their new residence in April will be in Paris. Manney again will cover for MOTORACING, and in adjoining column writes on the 1960 European prospects.

By HENRY N. MANNEY III
MOTORACING Staff Writer

Predicting the Grand Prix and sports-racing scene for Europe in 1960 is an accustomed exercise for tame columnists and one which is full of pitfalls for the unwary and, for that matter, the wary as well.

Who would have thunk it!! The slightly Dodgem Coopers running off with the championship and the strong Ferrari teams only prevailing on the fastest circuits. It gives to think, as the Froggies say.

Taking the sports caper first, I think we can safely say that Ferrari will make out a lot better than last year if they can get their cars to handle, which they may do now that the somewhat unsuccessful team manager, Romulo Tavoni, has left and has been replaced by experienced and respected Taruffi.

Aston Martin, it is said, is not going to compete this year, but I will be surprised if it doesn't.

Dangerous Porsche

Then, of course, there is Porsche, always dangerous, and the "spaghetti" Maseratis of the Camoradi team, which should be very quick but an unknown quantity in the development and preparation dept.

But the real nigger in the wood-

(Continued on Page 5)

IN THE NEWS

MONTE CARLO, Jan. 19—Tragedy marred the early hours of the 29th annual Monte Carlo rally. Dutch driver J. Van Nieuvenhuyzen was killed today when his Alfa Romeo collided with a truck on an icy curve between Oslo, Norway, and Goteborg, Sweden.

Oslo was one of nine starting places yesterday for some 345 crews from 20 nations driving 40 marques. Other points of departure were Athens, Frankfort, Glasgow, The Hague, Lisbon, Paris, Rome and Warsaw.

The rally ends Jan. 23 at the Monaco capital. Three other cars also were known to have dropped out of the running in the early hour in this, the world's most famous and exacting rally.

★ ★ ★

NEWPORT, England, Jan. 19 — Stirling Moss, British car racing ace, pleaded innocent today to a charge of dangerous driving on a public highway.

A magistrates court granted bail pending trial. Last Sept. 29, Moss's car and a small truck collided. Moss and his wife suffered slight

(Continued on Page 7)

SHORT TAKES

The tire business is said to be undergoing a revolution in design similar to that of the automobile industry in the past 12 months. Pirelli, a top name in road racing tires, has come up with a replaceable tread tire, made up of three rubber rings which snap and lock permanent fix on a high quality slick casing. The tire can be "retreaded" time and again by replacing the locked-on outside rings. Local Pirelli distributor is "Lefty" Jenkins, 4400 Firestone Blvd., South Gate.

★ ★ ★

To Akron goes credit for crash development of 13-in. tires used on compacts now being produced. The company was told in January 1959 of the coming need and had to have the tires in production by April of that year.

★ ★ ★

Goodyear has come through with some new compounds and casing designs for use in sports car racing, and both Goodyear and Firestone have developed new speed record tires.

★ ★ ★

Soon to be added to the growing automotive production companies in the Los Angeles area is Novi Equipment Co., makers of auto conditioning units for cars and other automotive parts. President Lew Welch, whose Novi Specials have been sensational performers at Indianapolis, announces that he's moving his factory from Novi, Michigan to Vernon, Calif. The company will occupy quarters of the Meyer & Welch factory there until Welch can build a new factory at a Southland site.

SAN FRANCISCO — Mickey Thompson's Challenger I, America's fastest automobile, will headline the first annual San Francisco Speed-O-Rama Feb. 11-14 in the Cow Palace.

Thompson's streamliner, powered by four Pontiac engines, turned in a one-way run of 362 mph at the Bonneville salt flats last fall.

Included in the display of racing equipment will be Formula Junior cars, the Huffaker special and a Lister-Jaguar in addition to other types of rapid machinery.

Renault Owners' Club presents the "St. Valentine Day Massacre" Tralom IV Sunday, Feb. 14, at 9 a.m. at San Pedro St. and El Segundo Blvd. Trophies and dash plaques. Larry Sherwin, WE 8-8762 or M. Polak, DI 0-7624.

★ ★ ★

Corvette Club of Pasadena will hold a "Slalom de la Roses" Sunday, Jan. 31, at the Pasadena Rose Bowl parking lot.

From 9:30 a.m. to 4:00 p.m., sport car owners will be able to participate in the time and maneuverability event, which is run at speed.

Trophies will be presented at the club's installation banquet, at the Flame Room, 137 South Lake, Pasadena. 25

Info POplar 1-3494 days, or SYcamore 4-6478 evenings.

★ ★ ★

CORRECTION to '59 PACIFIC COAST SCCA CHAMPIONS — Due to an error in addition, Sunnie Baker production under 1600cc —women drivers) was awarded only 50 competition points. Sunnie's true total was 58 points!

With this score, Sunnie was named top women driver in SCCA's Pacific Coast Championship Point Standings for 1959.

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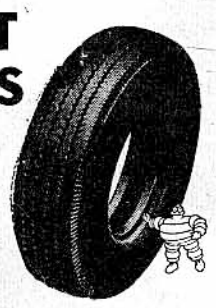

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LETTERS to the EDITOR

HOORAY FOR MARTIN!

I was very pleased that you were able to use some of my statements from AUTOSPORT in your excellent editorial "Let's Get Out of Sebring." If it is your intention to keep after this abysmal situation until U. S. International Championship Racing is removed from this Swampy Southern Siberia, then please be advised that I for one shall support you to the hilt.

This whole, ridiculous Sebring thing is such a farce that I am certain that motor racing and MOTORACING enthusiasts from all over will rally to the crusade to wrest these potentially great races from the grubby paws of one Alec Ulmann. I am certain that as the facts are printed, piece by piece, the picture will take shape and that it will be a startling picture. But let's not mount the attack until we cover our rear.

Before we can start righteously demanding that the CSI of the FIA move U. S. International Championship Racing from Sebring, let's find some other circuit, organization, or organizer that wants the races. None seems to exist at the present time. In International Politics this is known as a "power vacuum." By necessity the circuit must be in the more temperate southern regions of the U. S. since the races have to be staged during the spring or fall.

The circuit best equipped for such a race, and the one most mentioned as an alternative to Sebring is Riverside Raceway. But according to the big man out at Riverside, Doc Steve Mason, he just doesn't have the slightest desire to have a Championship event out there. Why, for Godsake? ? I don't know, except that I heard Doc Mason say flaty that he just did not want any old Championship events at Riverside! I think the problem owes some explanation from Doctor Mason in the pages of MOTORACING.

If Riverside is out, then that leaves little in the way of an existing circuit other than Daytona's new hybrid track and again that is only a shadow less isolated than Sebring. I'm sure with the promise of full Championship racing a smart promoter could risk building a new circuit if need be. Maybe even in Texas. But one thing is certain, we can't blow that miserable Ulmann-Sebring deal out of the water until we have some other circuit to push. (Continental Divide Raceways near Denver seems like a fine spot geographically and a progressive-minded bunch to boot, but how's the climate there during the spring and fall?)

GORDON H. MARTIN
AUTOSPORT for the West Coast
San Francisco

(EDITOR'S NOTE — Doc Mason no longer has his digits in the Riverside pie. See story elsewhere in this issue on the new owner of the raceway, Dean Mears.)

GET OUT OF SEBRING

Your editorial, "Let's Get out of Sebring," is about the best thing that has happened to the sports car movement since the MG TC.

I congratulate your fortitude for taking the bull by the horns and giving this sports car eyesore a blast it truly deserves. If more of-called champions of this cause would join this effort and really speak what they truly feel about Sebring, something constructive would result.

Sebring, with all its publicized glamour, appears to be nothing more than a first-class ratrace. This out-in-the-middle-of-nowhere World War II airport is supposed to be the best we can offer in the way of a setting for an international championship event?

I doubt it.

It never seems to fail something decent happens to a sport and then its gets fouled up by the rush to make a fast buck. The interest in the sport is subordinated by the interest in the profits with everybody in the act except the fan and the competitor.

Sebring has had it, period. The fans proved this in December (US Grand Prix).

Mark this—March also will prove very disappointing to Alec Ulmann's high hopes of a good gate.

The guy who supports this thing—the ticket-paying spectator, as well as the people who compete, are entitled to something better.

Let's get it! How about it, some of you promoters? Here's a real opportunity knocking, if it isn't loused up like Sebring.

How about Daytona Beach, Continental Divide Raceway near Denver, Meadowdale or Riverside Raceway? They would all be better bets than Sebring.

JIM BELL
Los Angeles

RALLY 'EXPLANATION'

The Chairman of the National Rally Board SCCA has asked me to give you the data upon which the Championship Rally Awards are being made to Mr. and Mrs. M. R. DeLoof and Mr. Thomas R. Lusk.

Mrs. DeLoof elected for points as a driver in the following:- San Francisco-2; Los Angeles-1; NE Ohio-3; Colorado-1; with the points in the best three making a total of four.

Mr. M. R. DeLoof elected for points in a differing group of rallies, as a navigator, in the following:-

Arizona Border-2; San Francisco-2 Los Angeles-1; NE Ohio-3; with points in the best three making a total of five. It is noted that he did not elect to run for points in the Colorado Rally because he had at that time completed four elected rallies. This accounts for the difference in their scores for Championshp.

Mr. Thomas R. Lusk elected for points, as a navigator, in the following:-

Northern New Jersey-1; New England-3; New York-1; Philadelphia-4; from which the best three total five points.

ROBERT RIDGES
Secretary, Rally Board
Sports Car Club of America
Westport, Conn.

EDITOR'S NOTE—When the SCCA public relations mogul and the Rally Board chairman wired the DeLoofs, they made NO mention whatsoever of a tie for the navigator's title.

REBECCA ON LAM

In your lost issue there was an item about the Mt. Rebecca Hillclimb at Acapulco, Mexico. Do you have the date and whom you contact for entry blanks?

I'm planning on being in that neck of the woods in February, but don't know how I'll explain to my wife why you have to take a helmet on a vacation.

WM. R. KEMUER
Seattle 16

EDITOR'S NOTE—Alas, Rebecca, sponsor of this event, is on the lam, and the event has been postponed. However, plans are now being made for a couple of big races in Mexico, and as soon as they are finalized, you will read about it in MOTORACING.

INSIDE REPORTING

. . . I thoroughly enjoy our publication, and my only wish is that it could come out more frequently. It is the only place where the behind-the-scenes activities and personalities can be obtained.

WILLIAM W. IRWIN
La Habra, Calif.

THANKS FROM TUCSON

Would like to have a subscription to MOTORACING starting as soon as possible.

Thanks for the nice piece on our Tucson race. We look forward to a bigger and better race real soon.

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Jim Bell Writes VALVE CLATTER For MOTORACING

Tech tips, tuning hints, and general racing mechanics in brief will highlight a new feature that starts soon in MOTORACING.

It will be titled VALVE CLATTER, and will be written by Jim Bell, an experienced sports car racing driver and service manager for Art Frost Auto Imports in Culver City.

Watch for VALVE CLATTER in MOTORACING.

Lots of Action for 1960 in Northwest

Following is the 1960 calendar of events announced by the Sports Car Club of Spokane, Wash.:

JANUARY
24—Club Championship Mt. Spokane Rally, SCCS.
27—March of Dimes Rally, SCCS.
31—ICNSCC Conference meeting, Seattle.

FEBRUARY
14—Club Championship Autocross, SCCS, (Winegard).

MARCH
6—Club Championship Rally, SCCS.
13—Race, SCCA, Shelton, Wash.
20—Conference Championship Rally, (Vancouver).

APRIL
9—AutoFair, Spokane (HASSIE & SCCS).
10—Race, SCCA, Shelton, Wash.
17—Race, SCCA, Shelton, Wash.
24—Club Championship Gymkhana (SCCS).

MAY
1—Race, PMR, (PSSCC) Seattle.
15—Club Championship Rally, (SCCS).
21—Race, SCCA, Shelton, Wash.
29—Race, SCCofBC, Westwood.

JUNE
5-6—Maryhill Hillclimb (SCCA) Goldendale, Wash.
19—Race, PMR, (PSSCC) Seattle.

JULY
3—Race, CSCC, Tillamook, Ore.
10—Kootenai Rally, Trail, BC (KSCC).
17—Westbank Hillclimb, Penticton, BC (OASC).
31—Seafair Race, SCCA, Shelton, Wash.

AUGUST
6-7—Club Championship Overnight Rally (Club Event for ICNSCC Championship Points) SCCS. (Reid)
14—Joint Conference Race, PMR, Seattle.
28—Richland Conference Championship Rally (S&SSCC).

SEPTEMBER
4—Race, SCCS, Deer Park, Wash.
18—Club Championship Gymkhana, SCCS.
25—Race, SCCA, Shelton, Wash.

OCTOBER
2—Race, Westwood, BC (SSCBC).
16—Race, SCCA, Shelton, Wash.
22-23—Conference Championship Rally (SCCS) (Deno).

NOVEMBER
5—ICNSCC Annual Awards Dinner, Seattle.
13—Club Championship Rally (SCCS).

DECEMBER
10—Annual Dinner (SCCS).
(Calendar subject to changes)

February is "love the people" month for Red China's secret police. —News dispatch from Hong Kong.

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• Vignettes

BY GUS V. VIGNOLLE

CAL CLUB'S TRAINING SESSION WORTHY DEAL

(Continued from Page 1)

to lose?

★ ★ ★

GOOD FOR LANCE

Couple of sportscarnik clowns tried, unsuccessfully alas, to convince me that **Lance Reventlow** was somewhat of a bum for not racing his FI Scarabs at Sebring because that appearance $ was not forthcoming.

Well, listen here, **John Appledore** and **Bruno Snork,** quit giving me that patriotic con. That was the smartest move Reventlow ever made.

ZAZ V.

CONSTANTINE

In effect, he told the highly-disliked **Alec Ulmann** what he could do with his race. . . for which bravo-bravo!

Most promoters figure that since Reventlow isn't registered at the Poor House he is apt to give in and race his cars for glory and all that bull. These Jose Blows have another guess coming. Reventlow wants more gelt. . . and he won't sail unless he gets it. I don't care for the bloke, but credit where credit is due—he's smart.

★ ★ ★

SEBRING BLASTED

Schlock Talk - -

Talking about Sebring, please, for gosh sakes, turn to page two and read two excellent letters from **Gordon Martin** and **Jim Bell.** They are part of an avalanche of mail in response to an editorial in the last issue of MOTORACING urging us to get out of Sebring, Fla. We are going to be unrelenting in this campaign for the good of the sport, whether Ulmann and his stooges like it or not, period.

★ ★ ★

It is now quite obvious that there is no further use for the ill-operated Road Race Training Assn., since the Cal Club's training session went off so beautifully at Willow Springs. The club and its instructors deserve a lusty huzzah.

The Willow deal was set up just like a race to give newcomers the true race feeling. There was scrutineering, crowd control, etc.

Among those helping were **Richie Ginther, Lew Spencer, D.D. Michelmore, Ray Pickering, Ron Bucknum, Bob Bondurant** and **Ed Barker.** And it was good to see top drivers of a particular marque restrict their instructions to the sphere in which they were versed.

More than 40 cars participated and the club probably broke even. Drivers were sent through a rigid figure-8 on the start-finish straight measuring some 300 yards. Spins galore, but everything was under control at all times.

The only casualty was a British-made Triumph sports car that rolled, but no injuries to the driver. He went high on a turn, lost it and blasted into the soft shoulder.

Ginther, who soon races in Argentina, had a good observation: "This is a wonderful program and I will continue to help it, but when it becomes social, I'll drop out."

★ ★ ★

OLD PAYOLA

ENTRE NOUS — Cryptic telephone call: "How was the payola this year?" Well, Mortimer, there was an ashtray from Meadowdale Raceway (that arrived in 10,000 bits), an ashtray from Firestone, a many-marqued tray from Jay's Sports Car Accessories, and a cravat and bit of French perfume from **Johnny Green** and **Len Weissman** at Renault. Outside of that, it was a miserable Christmas. . .

Remind me to tell you how auto editors and sports writers have really been paid off in the past. Quite interesting. . .

PURELY PERSONAL — Of course there will be the usual jerks screaming this has nothing to do with racing, but to them - - - NUTS! There is a little photo of **ZAZ** in this issue. She is our dtr., and just the other day she was appointed executive editor of the COLLEGIAN at LA City College, the biggest jr. college in the USA. That's a button from my vest that snapped into your eyeball, Angus. But why did she have to wind up in this kind of a maelstrom?

★ ★ ★

NOTEBOOK JOTTINGS — Looks as though **Ray Pickering** and **Jack Breskovich,** a fine tandem, will race a Healey 3000 in the upcoming 12-hour Sebring enduro.

Popular **Clay Hubbard** of Tucson, who will be race chairman for the next races staged by that enterprising sports car community, got a note from the Porsche Owners' Club of Italy. It was a request for one of the many photos taken by this writer of the late great actor, Jimmy Dean. Coming up, Clay. . . . It was good to see **George Constantine,** the Massachussets Aston Martin driver, win that award from the NY Times and **Frank Blunk** (story elsewhere in this issue). George is one of the nicest guys in this dodge, and, as **Art Peck** says, it's good to see an easterner come in for something once in a while.

It goes without saying that the worst public relations in this dodge can be chalked up against the SCCA Pharaohs in Westport. This, in part, is understandable, since they don't have the dough for pubrel. They're draining the exchequer by paying all those expenses to get the area governors together, among other daft deals.

WAKE UP, SCCA

Not long ago, the SCCA drumbeater sent a wire telling **Mel** and **Juanita DeLoof** they were Natl. rally champions. Then came another wire from some bloke (the rally chairman who discourteously refuses to answer logical press inquiries) again telling them they were the champions. And finally out goes an SCCA handout saying Mel wasn't the navigator champion, but that he had tied with a chap by the name of **Lusk.** Why wasn't he told that in the first place? . . . .

To put it mildly, there have been some clowns connected with Riverside Raceway, which should be America's No. 1 road race course. But a new deal looms on the horizon since **Dean Mears** took over the expansive plant.

Mears, however, is awfully young and inexperienced, and liable to be led astray. Here's hoping he can bounce off the ropes and tell all the phonies where to head in! . . . .

Will SCCA Natl. please tell us whether people competing in the professional American Intl. Rally will be barred from SCCA events (fat chance to expect an answer!) . . . . Folks here didn't like **Stirling Moss'** impatience voiced over stopping of the race at Riverside after that pileup at the start. Just in case you'd like to know, Stirl . . . . **Diana Howard Williams** gets in from Nairobi, East Africa, and will be here Feb. 14-17. She'll be beating the tom-toms for the big Africa Safari rally. . . . Personal to **Pete Brock, Norm Neuman** and **Gene Garfinkle:** pls. check the Mexico story on P. 3.

'BIGGER' DEER

"One advantage of those small cars is that they make the deer strapped to the fender look bigger." — Jack Herbert, in Earl Wilson's column.

Puente Angosto.

$80,000 Mexico Race Planned

Target Date Next March

BY MANUEL OTUMBA

MOTORACING Staff Writer

MEXICO CITY, Jan. 20 — A sports car road race through a gleaming new planned community 12 miles northeast of downtown Mexico City is drawing tremendous interest from all over the US.

The reason is simple — there will be between $70,000 and $80,000 (dollars) up. The prize fund is planned for $40,000. The rest will be for expenses to bring drivers here.

Date is not set, but a weekend in March is the target.

3-Mile Course

The race will be over a 3-mile course through Ciudad Satelite. There are two long straights. It is a big-car course.

Such a race would draw close to 100,000 spectators here.

Working on the project here is Ray Crawford, the wealthy So. Calif. sportsman, Indy race driver and supermarket owner. He and Johnny Mantz are still idolized in this country since their participation in the Panamerican road races.

Aguilar Sponsor

Crawford is aiding the fabulously wealthy sponsor, Luis Aguilar, Jr., who with Miguel Aleman, ex-President of Mexico, have built Ciudad Satelite.

Designer of the community, which will house 15,000 people, is famed Mario Panni.

Uncertainty of the date at this time is because a big race is contemplated for March at the new Autodromo. It is planned to have the through-the-streets race either a week before or after the Autodromo race, so that visiting US drivers can take in both events.

Course Tested

The 3-2-mile Autodromo was tested with a race for compacts, won by Pedro Rodriguez (Volvo), last month, and its success was assured when more than 50,000 people, including President Lopez Mateos, turned out.

Crawford's interest in the project is heightened by the fact that one of his huge modern supermarkets is springing up in Ciudad Satelite.

Club RODA's annual Avandaro road race at Valle de Bravo is held annually in April. It is a pro race.

TROUBLE, TROUBLE

"You might get into more trouble without me than you do with me." — Couple at Grand Prix restaurant.

IRMA PAYNE, who will be installed as 1960 president of Women's Sports Car Club Jan. 29, is shown with D. D. Michelmore, popular Porsche driver, who will be guest of honor. "Mich" was a MOTORACING Award winner for the 1958 season. (MOTORACING photo by W. R. C. Shedenhelm).

Northwest SCCA Officers Installed

SHELTON, Wash., Jan. 12 — Newly-elected officers of the SCCA Northwest Region were installed here today. They are: Burleigh F. Hillman, regional executive; Herbert C. deBruyn, asst. regional executive; David K. Fogg, secretary; James H. Reckers, treasurer; Wm. R. Kemper, activities chairman; Herbert B. Williams, director (two years); George D. Rasmussen and L. Frank Becker, directors (one year).

Hillman also appointed Edward E. Langford to a two-year term as director; Tom Carstens as chairman of the regional contest board for the third year; and continued Pete Lovely as a National Contest Board representative.

The first race of the season for the region, it was announced, will be March 13 here.

Pierre Marques — Acapulco, Gro., Mexico.

Honor Michelmore At Women's Fete

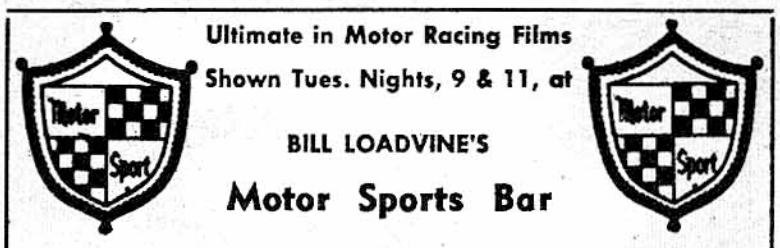
Porsche driver D. D. Michelmore of Reseda will be guest of honor at a dinner-dance Jan. 29 at Sportsmen's Lodge in Studio City when 1960 officers of the Women's Sports Car Club are installed. Michelmore won the Motoracing Award as most popular driver for 1958.

Being installed as the new president is Irma Payne, of Whittier; Kitty Landray, vice president; Roberta Reeves, treasurer; Janet Retrick, recording secretary; Dee Hildebrand, corresponding secretary; Betty Shutes, public and press relations secretary, and Jane McKeown, race coordinator.

The new president has raced an MG TC and Austin-Healey.

FIRST INDY ENTRY

INDIANAPOLIS, Ind., Jan. 20 — Bobby Grim, "rookie of the year" at Indianapolis Speedway last spring, was named today as driver of the first car (Bill Forbes Spl.) entered in the 500-miler May 30.



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SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

IT MAY SEEM that we are being a little bit repetitious, as we went into the subject only 12 months ago, but we still find ourselves amused at the big annual dinners most of the sporty car clubs have at this time of the year. You know the kind.

Everyone is full OF praise—praise we said—about the fine job done by the out-going board; everyone sits there with a lump in his throat, caused by rising gorge if they be of any sensitivity.

Truth Will Out

While the speeches are always extremely complimentary, what we always feel they mean to say, if it weren't for certain proprieties and laws of libel, is, "And we really must thank our out-going president, Dash Hamsibo, for the fine job he did in staging five competition events, which only lost the club $4287, plus another grand which is unaccountably missing from the treasury. This is being investigated by the district attorney, and we will have a full report at the next general meeting.

"We also want to thank our fine activities' chairman, who managed to spend $3000 of the club's money in Las Vegas while trying to arrange a slalom course in the gaming rooms of the Sands Hotel. Maybe our new activities chairman will have better luck with this interesting course.

Bond Issue

"Our outgoing publicity director has done a fine job in re-establishing a closer bond between our club and the SCCA and Cal Club. We are no longer barred from attending their events. Due to the untiring effort of Mr. Fangslogger, we will be permitted to attend any open event of either club, as spectators, of course.

Definitely Tentative

"In closing I should like to add that the 1960 membership dues will be slightly higher than before. Double, as a matter of fact, so that the club may have a little more operating capital. I, personally, plan to fly down to Acapulco to check on a fine gymkhana course there and will let you know the tentative date for the event at a future meeting.

"Our other plans for next year, while still tentative, of course, include four FIA Grand Prix races, probably in the parking lot at Sear's Valley, five 12-hour enduros, three rallies. on to Tierra del Fuego, and several road races to Catalina and back. These are all firmly signed, but I won't give you any dates until you all have your 1960 dues paid."

The club, by the way, is the GT Hudson Owners' Club of North Hollywood, with 14 voting members and 12 Honorary Members (non-voting), including Juan Manuel Fangio, Sam Hanks, Hermann Kling, Danny Oakes, Lance Reventlow and Dr. William Molle, none of whom have picked up their membership cards as yet.

Dinner Date

We forgot to mention that the dinner was held at a very posh restaurant in Chatsworth. We won't claim that the management packed us around the table, but have you ever seen four people trying to eat watermelon in a Berkeley? With the top up?

Trophy Pull

Don't miss the awards party at the Grand Prix (see Page 1) when yr obt svt will emcee the rat-slugging. Many special awards will be given, like maybe a punch in the nose if you cheer the wrong person.

17,000 FIATS

Before the end of 1959, *Hoffman* Motors Corp. had sold its 17,000th Fiat car in California, Arizona and Nevada.

AKRON, Ohio, Jan. 20 — Firestone's sweep of the top four places in the first international compact car race at Sebring, Fla., Dec. 12, brought the company's 50th anniversary of racing to a successful climax.

Seven of the cars placing in the top 10 were equipped with Firestones.

★ ★ ★

Kenny Fisher, whose family already owns Fisher Imports, Inc., 211 Western Ave., Los Angeles, announces purchase of Manhattan Motors, 2301 Sepulveda Blvd., Manhattan Beach, Calif.

Motoracing Awards

(Continued from Page 1)

can International top pro rally in the U.S.

There also will be several special awards. These will not be divulged until the actual presentation.

They will include such trophies as Driver of the year, Outstanding Performance, Most Popular Driver, Sportsmanship Trophy and others.

Additionally, there will be several Marque Trophies.

At presstime, sponsors for the highly coveted MOTORACING awards include such top notch sports car firms and enthusiasts as MG Mitten, Harry Mann Chevrolet, Al Sherwin Trophies, Corvette Club of Pasadena, Grand Prix Restaurant, Jay's Sports Car Accessories, Jay (Lotus) Chamberlain, Autobooks, Lefty (Pirelli) Jenkins Tires, Valvoline, Castrol, Hal (Michelin X) Moody Tires, Geo. (American International Rally) Holland. Rainier Ale, Nick Pastor and D. D. Michelmore.

W.R.C. Shedenhelm, MOTORACING staff writer and columnist, will emcee the star-studded show, starting at 8. Sports car fans are invited, but anyone who plans to attend the gala evening should make reservations with the GP, at OL 1-2276.

Calendar

JANUARY

23-24—LA SCCA races, Palm Springs.
24—Cotati, RDC (Racing Drivers' Club) practice session, San Francisco.
29—Women's Sports Car Club (LA) Installation banquet (invitational), Sportsmen's Lodge, Studio City, 8 p.m.
30—International compact car races (FIA) Daytona Beach, Fla.
31—Argentina Grand Prix (world drivers' championship), Buenos Aires.

FEBRUARY

3—MOTORACING Awards, no-host cocktail party, Grand Prix Restaurant, LA, 8 p.m.
5—Cal Club 1959 awards and counting of 1960 election ballots. Glenaire Country Club, Sherman Oaks, Calif.
6—1000 Km. of Buenos Aires, Argentina.
11-13—National SCCA annual meeting, Louisville, Ky.
13-14—Calif. SCC races, Willow Springs, Calif.
14—Cotati RDC practice session, San Francisco.
14—Buenos Aires Grand Prix (no points).
22-28—Havana, Cuba, Speed-Week.

SCCA Installs 1960 Officers; Annual Awards Presented

By GERI FLEMING
MOTORACING Staff Writer

The Moulin Rouge in Hollywood provided a glamorous setting last Jan. 9 for the annual awards and installation banquet of the Los Angeles region of SCCA..

Outgoing Regional Executive Lindley Bothwell presided over the installation ceremony which preceded the presentation of regional workers' and competitors' trophies.

The 1960 officers inducted were: Regional executive, Hal Daunis; vice president, Duane Alan; secretary, Jane Sullivan; treasurer, John McKane; activities chairman, Sam Caldwell; directors, Denny Shutes, Dean Mears, Jim Peterson and Lindley Bothwell director at large.

Daunis presented a life membership to Bothwell on behalf of the club for the excellent work Lindley has done for SCCA in the past.

1959 REGIONAL AWARDS
SCCA WOMEN WORKERS
1. Jane Sullivan, 2. Betty Shutes 3. Layne Shannon, 4. Barbara Daunis, 5. Isabel Hass.
SCCA MEN WORKERS
1. Mac Shannon, 2. Bill Payson, 3. Jim Peterson, 4. Denny Shutes, 5. Hal Daunis.
SCCA COMPETITORS
1. Paul Cunningham, 2. Sunnie Baker,

HAL DAUNIS, new LA SCCA regional executive, and at right: Sunnie Baker, who won top women's competition award for region and second overall. Below her is Jane Sullivan, No. 1 in workers' points. (MOTORACING photos by W. R. C. Shedenhelm and by Sam Caldwell).

2. John English, 2. Dean Mears, 2. Dan Parkinson, 3. Frank Monise, 4. Harry Jones, 5. Jerry Ostland, 6. Dalton Danon, 6. Betty Shutes, 6. Harry Morrow, 6. D. D. Michelmore, 7. Jim Parkinson, 8. Vince Mayell, 8. Andy Porterfield, 8. Lew Spencer, 9. Gary Beitel, 9. David Grossman, 9. John Timanus, 10. Art Snyder.

Sur les dents...

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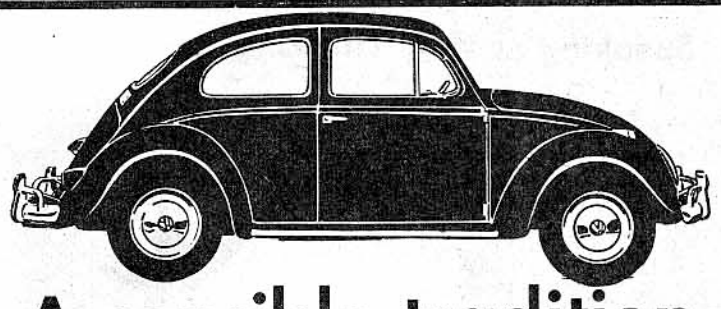

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ECONOMY CAR NEWS:

Recognition for Compacts By U.S. Government

BY MARGUERITE COOK
MOTORACING Staff Writer

American Motors has won the first large scale U.S. government order for domestic compacts. A General Services Administration spokesman said recently that 340 Rambler American models are included in the government's annual purchase of motor vehicles.

About the same time came the announcement from American Motors that its production of 401,440 Ramblers in 1959 was a record for an independent automaker — topping the previous record of 307,000 cars by Willys in 1928.

It was also the first time in 30 years that an independent ranked third in the annual production race. Rambler was able to nose out Plymouth for this honor in 1959 when the latter had to close down because of the steel strike.

★ ★ ★

According to Hoffman Motors Corp., only 48 Lancias were sold in the U.S. in 1958. But, coincident with Hoffman becoming the national distributor, 664 Lancia Appias were sold in the U.S. in 1959.

★ ★ ★

Improvements and new versions of compacts, both foreign and domestic, continue to be announced. The Peugeot 403 Utility Wagon, first introduced last summer, has some notable improvements in the 1960 line. These include arm rests on the front doors, sun visor on the right-hand side of the car, front seat identical to the Peugeot sedan, better rear springs, etc. The Utility Wagon is an economy vehicle and gets up to 30 miles per gallon.

★ ★ ★

Chevrolet has announced options which will provide a "grand turismo" sporting version of its Corvair with increased horsepower to 95, a four-speed, close-ratio manual transmission and beefed-up suspension components.

In Japan, the Mitsubishi 500, a product of the Mitsubishi heavy industries, has been introduced as the "people's car." A company spokesman said the car would be put on sale at between $1,064 and $1,092, the lowest price for any Japanese car. The air-cooled engine, made of aluminum alloy, is the first of its kind to be used in Japanese cars.

★ ★ ★

According to Bill Dredge, L. A. Times auto editor, the eventual Buick entry into the compact field will be called the Invader; Pontiac's, the Phantom.

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EUROPEAN PROSPECTS FOR 1960

(Continued from Page 1)

pile is the new FIA regulations which allow GT cars of unlimited size to run, at least at Le Mans. Plans are being made to take over a few Corvettes and if some of these monsters are set up properly and not hopped to the gills, they might even do some good in some of the shorter races. The brakes seem to be the weak point on this interesting car, which would mitigate against success in the longer Grandes Epreuves with disc-braked opposition, but who knows what GM has up its sleeve?

The big fright in this class looks like the 3.8 Aston (predicating a serious attempt by the factory) or even Jag's 3.8, but the reliable Ferrari three-liters are mighty hard to beat.

On the Grand Prix circuits it is sort of a lame duck setup with the new 1500cc formula only a year away. Again the whole picture revolves on Ferrari. Their present cars, even with the new double wishbone setup in the rear, are simply too big and unhandy to outdo the versatile Coopers on wiggly courses, and of course the latter are almost as fast on long straights! All this, of course, would indicate the mixture as before, especially since the Coopers will be wearing five-speed boxes, etc.

Rear-Engined

There has been some talk about Ferrari building a rear-engined car, which he is entirely capable of doing in about 10 minutes; with a low frontal area the fantastic power output of the compact V-6 Dinos (both SOHC and DOHC) would pay off provided Ferrari was able to lick the perennial handling problem of his cars.

Of the others, BRM should have a little more success this year now that they have got their Cooper-Copy going . . . it understeered something awful in practice at Monza but that was in September. The engine was a more serious problem . . . something in the head design would make the power fall way off after about a half-hour's racing but a new head and induction system is in order.

Aston-Marton shouldn't break any records as their cars are too heavy and sort of down on power, but tidying up operations are in hand. The other also-ran, Lotus, apparently has a rear-engined car in the oven which may go very quickly indeed as Chapman is as smart as they make them, providing that he isn't thinking about (1) Elites, (2) Formula Jr., (3) the new Formula, (4) how to improve the new one before it's ready.

The only other big contender is Maserati but I sort of doubt it as they are chronically short of money.

Scarabs Maybe

From the US may come the Scarabs if they can get all the outside-supplier difficulties in hand but it would be really remarkable if they accomplished anything in the first year of big-time racing with a new design.

Of course we have had the usual musical chairs of drivers. Starting at the top, the Cooper works team will have World Champion Brabham and McLaren, Gregory having been dropped as he was not fully recovered from his latest shunt. Also he may drive for Scarab.

Rob Walker's team has been cut down to one, Stirling Moss, as Alf Francis felt that he was stretching himself a bit too far with two. Trintignant, therefore, goes to Aston Martin and they are very fortunate indeed having him to backstop the experienced Salvadori. Part of the reason for this shift is due to Moss' penchant for being team manager as well as designer and driver, I imagine, but I fear Walker will miss the little Frenchman.

Ferrari Team Set

Ferrari has signed, not without some scuffling. Feel Heel, Allison, von Trips, and Gendebien. This news was rec'd with mixed emotions as while Hill and Allison are real reliable chargers, the giddy Trips has used up a considerable number of Enzo's expensive mounts and other people's as well, his record being three in one shot at the 59 Monaco GP. Gendebien is as steady as they come but hasn't been terribly fast in a GP car except for the last Spa race. The admirable but inconsistent Brooks has left the team but may drive occasional races for Vanwall or others.

BRM, having dispensed with the services of ageing playboy Harry Schell (who is reviving the French Ecurie Bleue with his Cooper), has come up with the impressive sophomore lineup of Bonnier, Graham Hill, Gurney, and Flockhart. The darkest horse in this setup is ex-Lotuseer Hill, who impressed a lot of people while coping with the unreliable Hornsey cars and will drive for Porsche on the side. And Gurney must have thought this was a better deal than Farrari.

Lotus itself has upped the talented Innes Ireland to first driver and drafted sports team driver Stacey to back him up.

How About Shelby

So once again we come to Scarab, very much in a state of flux, which has nominated bossman Reventlow and Chuck Daigh with several A. N. Others in mind.

Maserati I didn't mention or Centro-Sud as if and when they show they can take their pick of what is left, such as Herrmann, Scarlatti, and what have you. Gregory is still up in the air and some say Ginther for Farrari to replace von Crash.

And what about the ebullient Shelby, Or Scotland's Jim Clark? You tell me.

NOTICE

Coming—Watch MOTORACING for a revealing editorial on how many insurance companies currently refuse to cover sports cars.

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x	x		6.50-15	37.50	1.05
x			5.00-16	24.30	.68
x		x	5.25-16	27.00	.80
x	x	x	5.50-16	32.50	.91
x		x	6.00-16	35.00	1.08
x		x	6.50-16	37.00	1.15
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Rally Sparks

BY DUANE SPARKS

The January SCCSCC meeting was crammed with happenings and decisions of importance to the followers of this crazy sport in the Southern California area. Cleaning up last year's slightly-smeared platter in rapid order by throwing out the De No Snailo as a championship, by disallowing protests on Palomar's rally and by disposing of a couple of protests on last year's slaloms, the Council was ready to meet its problem for the current year.

The first of these was the election of new officers for 1960. Al Nesbitt of the new C. A. R. club was chosen chairman to succeed retiring Hal Guess. Dick Pieper of Hughes is the new vice-chairman, and the Advisory Board is composed of Guess as last year's chairman, Nesbitt, Pieper, Dick Butler of SWCC, Howard Frank of SMFCCA, Bob Piercy of C. A. R. and Duane Sparks of Rallymasters. Chairman Nesbitt has selected Bob Piercy as his Rally Committee Chairman and Bob is busy rounding up his cohorts.

Two New Members

Two new clubs, San Diego Rally Club and Garden Grove FCCA, were admitted to the Council, bringing membership to 50 clubs. The new calendar of events, published elsewhere on this page, was formulated. Some of the dates are tentative, and we suggest you contact the sponsoring organization before planning your vacation around any of them. Probable additional events will be Astro's Atlas rally as a championship event, and Northrop's slalom to the championship slalom circuit. There will of course be several more NCSCC rallies, but the dates are not yet available. The Boondocks will be the first 1960 northern event to qualify for California State Rally Championships, since the program of statewide competition was approved unanimously by SCCSCC, and NCSCC approval is expected at the January 29 meeting.

SCCSCC annual awards dinner honoring the top 10 rally drivers and navigators will be held Saturday, Jan. 23 at the Pen & Quill restaurant. Tab $4 for steak.

One Big Event

George Holland, director of the American Rally Club, sponsors of the American International Rally, announced that plans to offer a midsummer professional rally as a tune-up for the big one in November had been shelved. Taking a leaf from the book of successful operators, such as the Indianapolis Speedway, the decision was reached to go each year with just one BIG event. Officials, sponsors and maybe even the contestants seem to be happier with this arrangement. Any amateur club wishing to put on the event, for which route instructions have been prepared, may have them by writing MOTORACING. It would be a terrific 24-hour rally out of Fresno or three-day week-end event to Tahoe out of either L. A. or San Francisco.

Don't forget to start the New Year's point standings right by scoring well on the MARK II coming up Jan. 31. Start is at Bob's, 11100 Sepulveda 6:30 a.m.

RIVERSIDE RACE COURSE SOLD

(Continued from Page 1)

the front man for an eastern group.

Newcomer Here

Mears is a newcomer here. With his father, he has been in the construction and meat packing business in the east. He raced here for the first time last season. He drove a 300SL for the R. G. Lewis Co. and won class C production in the MOTORACING standings and SCCA Pacific Coast and Cal Club standings.

Mears said Cleye and Mason will not be connected with the course as far as management is concerned, but would aid in a consulting capacity.

As owner and general manager, Mears is working on a refinancing venture that ultimately will result in refurbishing the course with the objective of bringing the Sebring 12-hour sports car enduro and Formula I races here. A number of improvements are on the agenda.

Almost from its inception, Riverside has been in hot water, and is to this day. Creditors continue to be unrelenting.

Edgar Savior

Mired in financial difficulties, the gasping course got its second wind partially some two years ago when Edgar, wealthy Encino sports car owner, bought an interest believed to have been between $200,000 and $250,000. This injection kept the course alive. The course was built in 1956.

Prospects now look up. For the past two years the Times-Mirror race in the fall has drawn crowds of about 70,000, netting profits for everybody involved, including charity.

The Examiner-sponsored race last year was held at the inadequate Pomona fairgrounds course but now there is a strong likelihood that this will be switched to Riverside. If it isn't, the Examiner management and other allegedly "responsible heads" will need their craniums examined.

Maser to Mears

A popular young driver, Mears has been racing since 1944. He raced motorcycles and stock cars in the east. In 1952 he turned to sports cars, racing them in Washington D.C., Boston and New York. He came to Los Angeles in 1959.

Also involved in the transaction with Edgar and part of the parcel were the sportsman's 5.7 Maserati and a Lister in which Mears will install a Corvette mill.

Mears did not want to be quoted on anything, but a close friend ventured, "Dean is a cinch to make Riverside the No. 1 road race course in America."

Mears, who races Eric Hauser's original Old Yeller Buick Spl. at Palm Springs, Jan. 23-24, later will also tool a DKW Formula Jr. for the Lewis Mercedes firm of Hollywood.

Compacts, Cycles Race At Willow

The Saturday (Feb. 13) headliner for the Cal Club at Willow Springs will be a "speed and performance test" for compact cars. This is to be a two-heat event with awards of equal importance going to the car that goes furthest in the two heats and to the machine that demonstrates the best overall performance based on displacement.

The next day, in addition to the sports car main event, there will be Grand Prix motorcycle racing.

1960 Rally Calendar

DATES	CLUB	TYPE OF EVENT	NAME OF EVENT
Jan. 31	Rallymasters	SCCSCC Champ. Rally	Mark II
Feb. 21	San Diego SCC	SCCSCC Champ. Rally	Don Diego
Feb. 21-24		European Champ. Rally	Sestieres
Mar. 6	South Bay FCCA	SCCSCC Champ. Slalom	
Mar. 20	Pacific SCC	SCCSCC Champ. Rally	DE Wheele Bounce
Mar. 25-27	Harbor SCC	SCCSCC Open Rally	Reunion Las Vegas
Mar. 26-27	SCCA	National Champ. Rally	Texas Rally
April 2-3	Twin Valleys SCC	NCSCC Champ. Rally	Boondocks
April 3	Orange County SCC	SCCSCC Open Gymkhana	Corrida de los Carros
April 7-9		European Champ. Rally	Geneva Rally
April 7-10	SCCA	National Champ. Rally	Jersey 500
April 23-24	SCCA	National Champ. Rally	Great Canyon
April 24	Santa Monica FCCA	SCCSCC Champ. Rally	D'Oro
April 30-May 1	SCCA	National Champ. Rally	Press On Regardless
May 2-7		European Champ. Rally	Tulip Rally
May 8	Lockheed SCC	SCCSCC Open Rally	2.4 Rally
May 15	Pacific SCC	SCCSCC Open Slalom	Sea Horse
May 15	Long Beach M G	SCCSCC Champ. Rally	Great Western
May 19-22		European Champ. Rally	Acropolis Rally
May 20-22	SCCA	National Champ. Rally	Virginia Reel
May 21-22	SCCA	National Champ. Rally	Golden West
May 27-30	Phoenix FCCA	SCCSCC Open Hill Climb	Ghost City Hill Climb
May 27-30		European Champ. Rally	Austrian Alpine Rally
June 4-5	SCCA	National Champ. Rally	On Wisconsin
June 5	Space Tech Lab SCC	SCCSCC Champ. Rally	Orbit
June 12	FCCA	SCCSCC Open Event	Field Day-Riverside
June 15-18		European Champ. Rally	Rally of the Midnight Sun
June 19	San Gabriel FCCA	SCCSCC Open Rally	Folies des Femmes
June 24-30		European Champ. Rally	Alpine Rally
June 25	No. Amer. SCAD	SCCSCC Open Rally	Midnight Til Dawn
June 26	Garden Grove FCCA	SCCSCC Champ. Slalom	
July 8-10	SCCA	National Champ. Rally	30 et 6 (Illinois)
July 10	Hughes EASCC	SCCSCC Champ. Slalom	
July 15-17	SCCA	National Champ. Rally	Chicago Region
July 16	Northrop SCC	SCCSCC Champ. Rally	Sierra
July 20-24		European Champ. Rally	Adriatic Rally
August 7	R.A.M. Triangles	SCCSCC Champ. Slalom	Grand Prix
August 13-14	Lockheed SCC	SCCSCC Champ. Rally	24 Hour
August 19-21	SCCA	National Champ. Rally	Berkshire
August 21	Pacific SCC	SCCSCC Open Rally	Sea Horse
August 19-21		European Champ. Rally	Rally of the 1000 Lakes
August 27	Southwest SCC	SCCSCC Open Rally	DE No Snailo
August 31		European Champ. Rally	Rome-Leige-Rome Rally
Sept. 18	Palomar SCC	SCCSCC Champ. Rally	Rally of the Stars
Sept. 11	Pacific SCC	SCCSCC Champ. Slalom	Slalom of the Pacific
Oct. 9	Lockheed SCC	SCCSCC Champ. Slalom	Tyre Twister
Oct. 22	Radioplane SCC	SCCSCC Champ. Rally	Alpine Roller Coaster
Nov. 6-11	American Rally	Professional Rally	American International
Dec.	Austin Healey OC	SCCSCC Champ. Rally	Sundown

Various Rally Results

San Gabriel Valley FCCA Jan. 10 RRIMERO DEL ANO V Bob Ballard, Jr. R.M. 48 CARS

POS.	DRIVER	NAVIGATOR	CAR	CLUB	ERROR
1.	Dick Butler	Lorraine Butler	Porsche	C.A.R.	7:19
2.	Dick Kermode	Larry Harris	TR-3	C.A.R.	7:23
3.	Doug Worthy	Pennie Worthy	Alfa	C.A.R.	11:51
4.	Bob Piercy	Al Nesbitt	Alfa	C.A.R.	14:22
5.	Wayne Brown	Al Rosenheck	Corvette	NRSCC	15:36

Southwest SCC Jan. 17 YOU ASKED FOR IT II Dick Anderson R.M. 16 Cars

1.	Bill Chester	Elizabeth Chester	Alfa	R M	2:28
2.	Bill Doyle	Marge Moyer	A-H	SMFCCA	3:23
3.	Lew Weisbrich	Doug Sawin	Porsche	SWSCC	6:15
1.Easy	Dick Pieper	Juri Leetmaa	A-H	HEASCC	1:22

Quotable Quotes

"It is wonderful to drive fast when one is not driving oneself." —Albert Camus, famous French author and 1957 Nobel prizewinner, shortly before the Facel Vega in which he was riding crashed into a tree at 94mph recently, killing him and the driver.

"The practice and training session is not presented to attract spectators but interested persons will be permitted to observe the inner workings by buying a $2 pit pass at the gate on Sunday morning."—Cal Club handout.

Intoxication Gauged

Fixed Measure of Alcohol in Blood Is Held Proof

Under present laws a level of 0.15 per cent of alcohol by weight in the blood constitutes "prima facie" evidence of intoxication.

The average 150-pound person who consumes four ounce-and-a-half jiggers of 100-proof whiskey—or four bottles of beer—on an empty stomach will reach this level within 30 to 45 minutes.

Bread-Baking an Old Skill

The Swiss Lake Dwellers had already developed a bread-baking industry 10,000 years ago.

Concours Slated

A concours d'elegance in conjunction with the LA SCCA races will be held Saturday, Jan. 23, from 4-8 p.m. at the Desert Inn.

DRINK SPILLER

"You know, I haven't spilled anything for a long time." — Girl at Blarney Castle Bar.

"Imitation is the sincerest form of plagiarism." — Oscar Levant.

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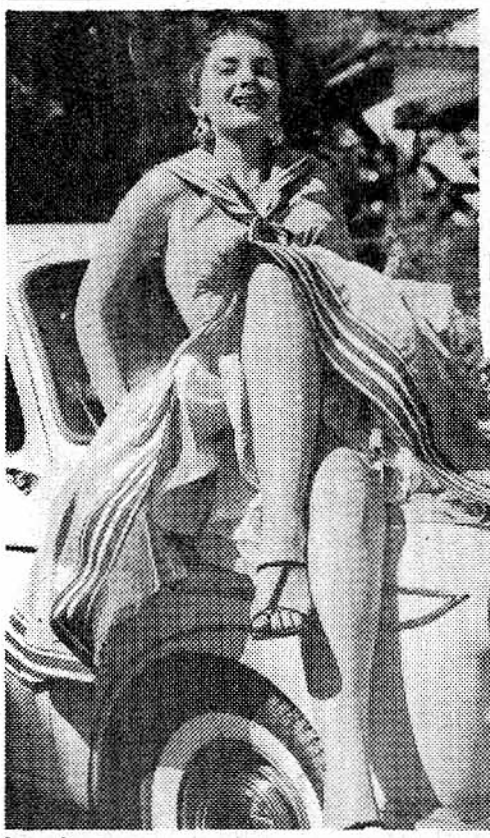

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1957 PORSCHE 550 RS Spyder. Body and paint excellent. New brakes, transmission, Weber carbs. Trailer, Continental Spr. Record tires, spares. With or without engine. Consider trade. Call Don Rushlight, AT 8-5731 or NE 6-5771, Portland, Oregon.

MERCEDES BENZ '56 190SL, extraordinary xlnt. cond. 26,000 miles. Gun metal gray. White walls. $3075. Private party. OL 6-1088 (L. A.).

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Personals

★ ★ ★

Jay Chamberlain, race driver and Lotus distributor has been using his body, his $9200 racer and the Riverside Raceway to aid the cause of space travel.

Recently, the race driver underwent medical electronic tests at

POTTER CHAMBERLAIN

Norair Division's flight test instrumentation laboratory at Northrop. Electrodes were taped to his body to monitor his heart beat, respiration and temperature.

Then recording and physiological testing equipment was installed in his aluminum-bodied Lotus racer, and Chamberlain was scheduled to make a run at speeds up to 180mph at Riverside.

In addition to a repetition of the laboratory medical tests, engineers planned to attempt an electroencephalograph and electromyograph readings of the driver's eye blinks and eye motion.

Norair-Litton Industries engineers, who have devised the testing equipment, explained that in space flight, results of similar tests would be pre-processed and transmitted to earthbound physicians to maintain a check on the Astronauts' physical-well-being.

The same pre-processing system was to be used as Chamberlain zoomed around Riverside, but the results would be recorded rather than transmitted.

★ ★ ★

"Man Meets Volkswagen" is the title of a book of 100 humorous cartoons just finished by **Stan Mott,** MOTORACING and sports car cartoonist. . . .

The Santa Anita FCCA has rented the Go-Kart Lane at Azusa for a Sports Car Tralom, Sunday, Jan. 31, 7 a.m. to dark. The entry fee is $3 per car. For further information call **Ken Bundy** at SY 8-0279.

Look for **Jim Parkinson** to drive a factory Healey 3000 at Sebring in March. Co-driver unknown at present . . . **Ed and Gay Craig,** active in the Jag Owners' Club and Women's SCC, will specialize in sports cars when they open Autophotos in Santa Monica . . . Automotive writer **Jim Potter,** formerly of MOTORACING, is back after five weeks in Europe. He visited factories in England, France and Germany, plans to write a book on his findings . . . So. Calif.'s loss is No. Calif.'s gain—**Joe and Celia Bechtel,** 1958 SCCA National rally champions, have moved to Walnut Creek, near Oakland. . .

Big Entry for Palm Springs

(Continued from Page 1)

trant. This was not confirmed.

So big and surprising was the entry that it was necessary to move starting times for both days up to 10 a.m. The original two-day, 16-race program may be boosted by two more races.

Course changes have been made. It now measures 2.2 miles. The old switchback at turn 2 has been removed and in its place is a new longer sweeping turn up to the back straight. This should make for terrific speeds on the back straight of approximately 4200 feet. The front straight has been shortened to about 3000 feet.

The big modified Sunday feature is a 20-lapper. A 10-lap race for compact cars also is on the Sunday slate.

Course car of the big $10,000 American Intl. Rally---a specially-prepared Corvette—will be the course marshal's car for all LA SCCA races this season, following a mutual cooperation agreement between Hal Daunis, new SCCA RE, and George Holland of the American Rally Club

DeLoofs, Constantine Earn N.Y. Times Awards

NEW YORK, N.Y. Jan. 13—Among winners of the New York Sports car awards for 1959 are Juanita and Mel DeLoof of Manhattan Beach, Calif.

Mrs. DeLoof, with a low score of 4 points, was honored as National SCCA rally driver. Her husband and Thomas R. Luck, Arlington, Va., each with 5 points, tied the navigator championship.

The awards to these three were forwarded to their homes, but four other 1959 champions were presented their awards here. These winners, named by Frank M. Blunk, New York Times motoring writer, are George Constantine, Southbridge, Mass., sports car driver of the year; Paul Richards, Poughkeepsie and Wappinger Falls, N.Y., best small car driver; Rex Woodgate of England (keeper of Constantine's Aston Martin), mechanic of the year, and Bridgehampton Enterprises of Long Island for the introduction of interclub racing.

'Indy of West' for L. A. ?

Idle chatter that invariably makes the rounds each year—"Yes, we are going to build an Indianapolis of the West in Los Angeles"—emanated last week again from the Indiana city.

It went like this—A man who has made much money in the hog, garbage and racing business plans to build a $7 million race track in Los Angeles patterned after the Indianapolis Motor Speedway.

J. C. Agajanian, San Pedro, Calif., Indy car owner, said he expects to build the track within the next five years.

Agajanian (sometimes known as Gold Suit) said he would try to pattern his Los Angeles operation after Indy Speedway—even to the extent of having a $300,000 purse and a 500 mile race once a year.

Gee Sails SAAB To Ice Victories

POCONO PINES, Pa., Jan. 10 — Ken Gee, Bethlehem, Pa., at the wheel of a SAAB GT, out-distanced and out-lasted most competition in the races sponsored here today and yesterday by Ice Racing Enterprises.

Gee won the four hour Naomi Lake Grand Prix of Endurance for Sports Cars today with an average speed of 51 mph. There were 31 finishers with the temperature at the 26 deg. mark.

The Bethlehem driver also topped the field in the 20 car feature race that inaugurated the event yesterday. In addition he collected the trophy for first overall and front wheel drive.

Second to Gee in today's endurance test was Peter Barber, Bedford Village, N.Y., also in a SAAB GT. Barber led in 58 laps of the race.

Class winners were as follows: Dick Stelz, Allentown, Pa., Porsche F. Production; Roger Kiehart, Mayfield, Pa. and Brook Schaeffer, Clark Summit, Pa., TR 2, E Production; Vincent Culletin, Short Hills, N. J., A-H Sprite, H Production; John Murphy, Yonkers, N.Y., and Klaus Rexroth, Fort Lee, N.J., DKW, G Production; Sam Price, Sugar Loaf, Pa., Austin-Healey, D Production, and Eugene Proux, and Con Krause, Elmira, N.Y., Jaguar 140-MC, C production.

'BAWD TO WORSE'

"From bawd to worse—retirement." — Ada Everleigh, upon close of her bordello by police in Chicago.

READ MOTORACING

Sports car road racing, rallying and economy car enthusiasts read MOTORACING every other week.

WRITING NO TOUCH

"Writing is the most exhausting and debilitating work—Sometimes I would almost sooner spend a day in the dentist's chair than sit at a desk." — C. S. Forester.

FOREVER AMBER

Amber turn signals are more visible than white signals of identical candlepower both day and night. The white lamps, used in front turn signals, can be hidden by sunlight reflections in the daytime and do not offer the contrast of amber signals to illuminate headlamp areas at night.

In the News

(Continued from Page 1)

injuries.

★ ★ ★

EAST LONDON, So. Africa, Jan. 1 — Paul Frere of Belgium caught Stirling Moss in the closing laps of the 150-mile Grand Prix and zipped in first by 38 seconds. The Belgian drove a Cooper Climax; Moss, a Cooper Borgward.

★ ★ ★

Eleanor von Neumann, one of the foremost sports car racing owners in the U.S., has just sold all her cars to Jack Nethercutt, Jr., wealthy Southern California driver.

Included are her 4.1-liter Ferrari, three 3-liter Ferraris and her large van. One of the 3-liter Ferraris is the latest factory model driven by Phil Hill at the Times-Mirror Riverside Road Race in October. Nethercutt plans to drive this one in competition.

Contacted at her home in LA, Eleanor said emphatically that this doesn't mean she is giving up sports car road racing.

Most on her mind were her plans to attend the "temporada" season of racing at Buenos Aires where the Argentina Grand Prix starts things moving Jan. 31.

★ ★ ★

SANTA MONICA, Calif.—A complete display of new compacts and sports car will feature the second annual Auto Show at the Civic Auditorium here Jan. 28-31. Show is sponsored by the New Car Dealers Assn., Jim White president, the Chamber of Commerce and the Evening Outlook.

BRUSSELS EXHIBIT

On display at an international motor show which opened at Brussels Jan. 16 were a 3-liter Humber Super Snipe saloon equipped with Pye radio - telephone, Hillman Minx and Singer Gazelle models fitted with "Easidrive" automatic transmission and hard top and soft top versions of the Sunbeam Alpine sports car.

DAY & NIGHT WORK

CHARLOTTE, N. C. Jan. 20 — Construction on Charlotte Motor Speedway, a 1½-mile paved course 10 miles north of here on M.S. Highway 29, has gone on a night and day schedule. NASCAR $100,000 stock car race is set for May 29.

NOTICE!

FOR SALE—Part or all of **MOTORACING** (5 years old this month and in the black!). Additional capital necessary to expand coverage and add to Staff (editorial and advertising). Doctors have ordered publisher to pull the pin.

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